City of Seattle

Department of Planning & Development
D.M. Sugimura, Director

CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Project Number:	3013587
Applicant Name:	Jodi O'Hare-Patterson, Permit Consultant Northwest for University of Washington
Address of Proposal:	1101 NE Campus Parkway

SUMMARY OF PROPOSED ACTION

Land Use Application to allow two 7-story buildings with a total of 1,100 student beds for new student housing (Maple and Terry Halls, West Campus University of Washington). Review includes demolition of existing student housing building (Terry Hall) and the adjacent 1101 Café Building. University of Washington issued the Final SEIS West Campus Student Housing Project Phase IA and 1B on December 11, 2009. An EIS addendum was issued on May 25, 2011.

The following approvals are required:

SEPA - To impose conditions - SMC 25.05

SEPA DETERMINATION: [ ] Exempt [ ] DNS [ ] MDNS [X] EIS[1]

[ ] DNS with conditions

[ ] DNS involving non-exempt grading, or demolition, or involving another agency with jurisdiction.

[1] UW issued the Draft Supplemental Environmental Impact Statement on July 10, 2009 and Final Supplemental EIS on December 11, 2009. UW issued an SEIS Addendum on May 25, 2011

BACKGROUND INFORMATION

Site and Vicinity

The subject site is located at the southeast corner of NE Campus Parkway and the University Bridge off-ramp. The development site is adjacent to the new Lander Hall currently under construction at the southwest corner of NE Campus Parkway and Brooklyn Avenue NE. The project is located in the West Campus of the University of Washington and is zoned MIO-105'. The West Campus is comprised primarily of residential student housing, academic, and administrative uses. The West Campus area abuts a lower-scale, mixed-use residential and commercial area and is considered a campus boundary edge having a strong physical interrelationship with the surrounding community. Several structures containing University student housing are currently under construction in the immediate vicinity of this proposal.

PROJECT DESCRIPTION

The proposal is to demolish Terry Hall and the 1101 Café building and construct two residence buildings Maple and Terry Halls. Maple Hall will consist of five residential levels over two levels of residential amenities, a partial residential floor, Game Center, Group Project Center and Multi-Purpose Center. Terry Hall will consist of five residential levels over two levels of HFS offices. There is a total bed count of approximately 1096 beds between the two residence halls. These will include single and double units, efficiency apartments and Resident Director and Staff Apartments. Terry Hall, Maple Hall and Lander Hall (currently under construction) will be connected by an underground parking structure with a single access point located on NE Lincoln Way. The site design will consist of two new plazas aligned with 11th and 12th Avenue rights-of-way. NE Campus Parkway adjacent to the development site will be improved with wider sidewalks, landscaping, and bike racks. Overhead weather protection will be provided at building entrances. Eight on street parking stalls will be eliminated with realignment of the sidewalk.

PUBLIC COMMENT

Notice of Application was published on July 19, 2012, and the public comment period ended on August 1, 2012. Several emails were received stating objections to the loss of the exceptional tree on this site and on other University of Washington sites in the immediate area.

STREAMLINED DESIGN REVIEW

Design Review Requirement

The University will remove an exceptional tree (Silver Maple) as defined in Director's Rule 16-2008. The tree is located adjacent to NE Lincoln Way at the southeast corner of the development site near the intersection of NE Lincoln Way and Cowlitz Road NE. (Trees located within the right-of-way of NE Campus Parkway are not regulated under the City's Tree Protection Ordinance SMC 25.11. Any tree removal within the right-of-way will need to be reviewed and approved by the City of Seattle Transportation Department.)

> The Director may permit an exceptional tree to be removed only if the applicant demonstrates that protecting the tree by avoiding development in the tree protection area could not be achieved through the development standard adjustments permitted in Section 23.41.018 or the departures permitted in Section 23.41.012.

DPD has reviewed the development standards applicable to this project as part of the Streamlined Design Review process. DPD concluded that there is no development standard adjustment or departures that, if approved, will allow the project to preserve an exceptional tree. DPD determined there are no adjustable or departable development standards that are applicable to development at this site. Development at this site is governed by the Campus Master Plan and not by the development standards of the underlying zoning. Therefore, protecting the trees through a development standard adjustment or departure is not possible in this instance. Therefore, removal of the exceptional trees is permitted.

The project proposal has been reviewed for compliance with the Priority Guidelines identified in the Design Guidance document. The proposal adequately addresses the priority guidelines.

SEPA ANALYSIS

Environmental impacts of the proposal have been analyzed in environmental documents prepared by the University of Washington. The initial disclosure of the potential impacts from this project was made in the Draft Supplemental Environmental Impact Statement issued July 10, 2009; and the Final Supplemental Environmental Impact Statement issued December 11, 2009. The University issued an addendum to the Supplemental Environmental Impact Statement on May 25, 2011.

The Department reviewed the environmental impacts of the proposal in order to impose further conditions if necessary. This proposal is reviewed under substantive SEPA authority. Disclosure of the potential impacts from this project was made in the environmental documents listed above. This information, supplemental information provided by the applicant and the experience of this agency with review of similar projects form the basis of this review and conditioning.

The SEPA Overview Policy (SMC 25.05.665) establishes the relationship between codes, policies, and environmental review. Specific policies for specific elements of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part: "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" (subject to some limitations). Under certain limitations/circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short-Term Impacts

The following short-term construction related impacts have been identified in the environmental documents: Noise from demolition, earthwork and construction; green house gas emissions, hazardous material removal, loss of trees and vegetation, and truck trips.

Adopted Codes and Ordinances such as the Noise Ordinance, Street Use Ordinance, Tree Protection Ordinance, Stormwater Code, and Grading Code; and other Agency review, such as PSCAA, will appropriately mitigate these and other use-related adverse impacts created by the proposal. Further, the University's environmental documents specify measures that will appropriately mitigate identified short-term impacts. However, further analysis and/or conditioning of short-term construction related impacts are warranted.

Construction Impacts

Construction related impacts identified in the University's environmental documents include air quality, greenhouse gases, hazardous materials, transportation and trees. These include decreased air quality due to dust and other particulates produced by construction equipment and operations, and tracking of mud and dirt onto adjacent streets by construction vehicles. These air and earth impacts are expected to be minor in scope. Several adopted City codes and ordinances provide adequate mitigation. The Street Use Ordinance provides for watering the streets to suppress dust; the Grading Code and Stormwater Code provides for mitigation of earth impacts related to grading and excavation, such as soil erosion and runoff and the Seattle Building Code provides for appropriateness of construction measures in general.

Construction activities including worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increased carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project.

Truck related traffic associated with demolition, site excavation and grading, construction workers, and equipment will impact roadways in the vicinity. Sidewalks and bike lanes adjacent to the site will likely be temporarily impacted by demolition and construction. The University's environmental documents specify measures that will appropriately mitigate construction impacts. Mitigation includes:

- Provide a Construction Management Plan addressing truck routes, hauling times, and staging;

- Provide temporary pedestrian and bicycle paths throughout the construction periods; and

- Limit hauling trips to off-peak periods.

Based on the analysis of impacts in the University's documents and the environmental policy for Construction Impacts (SMC 25.05) the University of Washington and the contractor for the project will be required to prepare a construction management plan (CMP). The CMP shall be submitted to DPD and reviewed and approved by DPD and SDOT prior to the issuance of a building permit (including demolition and grading). The plan will include the elements identified in the University's environmental documents.

The University's environmental documents identify the loss of trees as a construction related impact. An arborist report was completed for the both the Lander Hall and Terry and Maple Hall sites. It was determined that one tree, a 30-inch Silver maple, met the definition of "exceptional" per the City of Seattle's Director's Rule 16-2008 was located on the proposed development site for Terry and Maple Halls. This tree will be removed with redevelopment as approved under SMC 25.11. Within the western portion of the NE Campus Parkway right-of-way median, 16 trees will be selectively removed. Six of the trees meet the City of Seattle's definition of an Exceptional Tree. The removal of these trees is not regulated under the Tree Protection Ordinance. Loss of trees on site will be mitigated with the replanting of Katsura/Rotundiloba sweetgum, Ginko, Tupelo, Princeton Elm and Valley Forge Elm. New trees will reach a mature canopy area of 2,946 square feet.

Long-Term Impacts

The following long-term or use related impacts were identified in the University's environmental documents: noise, land use, housing, aesthetics, historic resources, and transportation, including loss of on-street parking. Adopted Codes and Ordinances such as the Noise Ordinance and Land Use Code will appropriately mitigate some of these and other use-related adverse impacts created by the proposal. The University's environmental documents specify measures that will appropriately mitigate the identified long-term impacts; therefore no further mitigation is warranted.

SEPA CONDITIONS

Prior to Construction Permit Issuance (including grading, demolition and construction)

1. A Construction Management Plan (CMP) shall be submitted to DPD and reviewed and approved by DPD and SDOT. The plan shall include, at a minimum, the following elements: 1) truck routes, hauling times, and staging areas; 2) limit hauling trips to off-peak periods; and, 3) identification of temporary pedestrian and bicycle paths.

Signature: (signature on file) Date: January 24, 2013
Stephanie Haines, Senior Land Use Planner
Department of Planning and Development
Land Use Services

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